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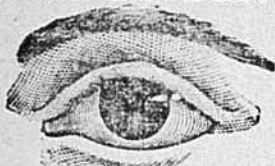
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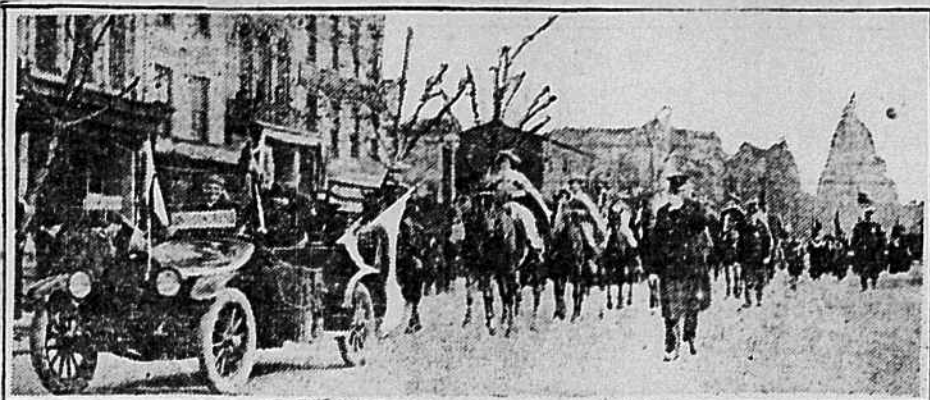
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SUFFRAGISTS CALL ON PRESIDENT AT THE WHITE HOUSE



Suffrage parade on Pennsylvania Avenue (capitol in background).

The White House was the goal in the big demonstration by the Congressional Union for Woman Suffrage on the opening day of congress. The thousands of women who paraded from the capitol entered the White House grounds by the east entrance, as shown in the picture, and were received by the president in the east room. The women urged him to advocate a suffrage amendment before congress.

MOSS SPRINGS BIG SURPRISE WITH NEW BILL

Which Relates to the Panama Canal and May Reopen Toll Question.

THE MOSS BILL.

A bill to amend section five of an act entitled "an act to provide for the opening, maintenance, protection and operation of the Panama canal and the sanitation of the canal zone," approved August 24, 1912. Be it enacted by the Senate and the House of Representatives of the United States in Congress assembled that section five of an act entitled "an act to provide for the opening, maintenance, protection and operation of the Panama canal and the sanitation of the canal zone," approved August 24, 1912, be and is hereby amended by inserting after the word "protection" at the end of the first sentence thereof the words "no tolls shall be levied upon the vessels engaged in the coastwise trade of the United States nor upon any war vessels of the United States of any kind or description."

WASHINGTON, Dec. 11.—Congressman Hunter Moss, of the Fourth West Virginia district has pulled an unexpected bill on Congress, which revives the subject of Panama canal toll exemptions for American shipping. It is expected that this bill will revive the canal toll subject and precipitate another fight in Congress on this proposition.

It will be recalled that when the

repeal bill of Mr. Sims came up in the House in the last Congress, Representative Moss prepared an amendment attaching to that bill a provision "that nothing herein contained shall be construed as denying or waiving any right of the United States to grant exemption of tolls to its vessels of war and commerce." But the committee on rules brought in a rule prohibiting any amendment whatever to the bill as recommended by the committee.

Mr. Moss made a bitter speech on March 27, 1914, denouncing this action of the committee and insisting on the importance of the amendment, but the committee's action prohibiting the amendment was endorsed by the Democratic majority.

After the repeal bill had passed the House Mr. Moss again made an effort to mollify its effect by introducing a resolution on April 2, 1914, preserving the rights of the United States in regard to the canal, but the committee refused to report it. The Senate added an amendment to the House bill along the line of Mr. Moss's resolution but it was not strong enough to satisfy that gentleman, so, on June 12, 1914, while the bill was pending in the House on the question of ratifying or rejecting the Senate amendment, Mr. Moss, with the assistance of Mr. Murdoch, Mr. Fitzgerald and other prominent leaders succeeded in getting a record vote on what he termed a preferential motion concerning which, the Record of that date states: "Mr. Moss of West Virginia moved to strike out the Senate amendment and substitute therefore the following: 'But it is hereby affirmatively declared that the United States has the right to exempt from payment of toll for passage through the canal its vessels of every kind, and also those of its citizens and the absolute sovereignty of the United States over that canal is hereby specifically and positively affirmed.'"

Every effort was made by the opponents of this amendment to prevent a record vote upon it, but all to no avail, and hence it is quite an easy matter for those who are interested to ascertain what representatives were for and against the preservation of American rights in the canal.

In explanation of his bill Congressman Moss has issued the following statement: This is a bill repealing the repeal of the tolls exemption clause of the Panama canal act so as to attach to said act the clause, "No tolls shall be levied upon the vessels engaged in the coastwise trade of the United States nor upon any war vessels of the United States of any kind or description."

Questions of vital importance will be presented to this Congress, and the calendar should not be clogged with unimportant measures. Of the first importance is the policy of national preparedness, involving the very preservation of the nation. Of scarcely less importance is the maintenance of national sovereignty over our own policy. When a nation permits its sovereignty to be attacked, directly or indirectly, without reprisal or defense, its claim to first rank among nations is seriously threatened. I say that the repeal by the last Congress of the clause in the Panama tolls act exempting coastwise ships from tolls, at the behest of a foreign power, constitutes one of the most humiliating chapters in American history. The question of national sovereignty was directly involved. Sir Edward Grey, acting for England, claimed that "the treaty, (Hay-Pauncefote), imposes limitations upon the freedom of action of the United States" in respect to the canal. Limitations to freedom of ac-

tion over one's own territory is certainly an impairment of sovereignty. Yet the Congress of 1912 asserted this sovereignty by enacting the exemption clause, and an able secretary of state in his negotiations with Sir Edward Grey insisted upon the maintenance unimpaired of that sovereignty. But at the last session of Congress at the behest of a president who had changed his mind in a couple of years upon a vital problem of this kind, like a whipped school-boy Congress took back its assertion of sovereignty and meekly acquiesced in a repeal of the solemn act asserting it. All other public business was cast aside while this measure was literally driven through Congress. Future historians will seek the cause of this unusual, unbecoming demand for the prompt execution of American sovereignty.

The longer I live the more confidence I have in not only the righteousness but the wisdom of the American people. Many citizens tolerated this outrageous repeal because they thought, as they were told by men high in authority that the granting of exemption from payment of tolls to coastwise ships was in violation of a solemn treaty, and they desired, of course, that this nation should strictly observe its contracts. But ever since that repeal there has been unrest and dissatisfaction concerning it in all sections of the country, as I know from personal observation, and as the people better understood what that repeal meant in the way of loss of national dignity, and better understood the real meaning of this Hay-Pauncefote treaty, the spirit of indignation grows; and in my judgment the time is about ripe to repeal that repeal by again putting upon the statute books of this country an assertion that this great waterway built by the American people at the sacrifice of hundreds of lives, at the cost of four hundred millions of dollars, and through the genius and persistence of American intellect, shall indeed be the property of its maker.

From a commercial standpoint, anyone can see the advantages to the American public accruing from exemption of tolls to coastwise vessels. Mr. Wilson when a candidate for president saw it and voiced his approval of the exemption on the ground that the cost of transportation of farmers' products from one coast to the other would be so much reduced from that exacted by the trans-continental railroads. The fact is that these railroads are the strongest supporters that the repeal had, and for good cause. Under our law no foreign ship can engage in coastwise trade anyhow, so really injury to the interests of foreign ship owners did not exist.

But the vital question is not commercial. Extortionate rates for transportation have been paid before, and the country still exists. The trouble is that ships of commerce and ships of war are placed exactly on the same plane in the Hay-Pauncefote treaty. Now I assert, first, that anything like a repeal which can be construed as an acknowledgment that the act repealed could not rightly and fully be enacted will rise to retard and cripple us in the future, because it is a principle of international law that if a dispute arises over the construction of a treaty, and meanwhile since its consummation one of the parties thereto has performed some act (like the repeal of a solemn law) against its own interests tending to show it adopted the meaning claimed by its adversary, this can be used against it in the settlement of that dispute. Second, it must be and is admitted by everybody that the nation which built and paid for the canal would have absolute sovereignty thereof unless restrained by some treaty stipulation, and the only treaty stipulation claimed by anyone as having a restraining tendency is that contained in Article III comprising a declaration by the owner of the canal

of the terms upon which it is to be used. The first clause grants a privilege to other nations, and yet the language of this granting clause is what is relied on altogether as limiting American rights in the canal. Read it carefully: "The canal shall be free and open to the vessels of commerce and of war of all nations observing these rules." The other rules not only all relate to war, but a casual reading thereof shows that that are intended to protect the United States from any inconvenience as a result of a war between two other nations. These five other rules prohibit belligerents from blockading or exercising any act of hostility, or revictualing or taking stores (except as may be strictly necessary), or embarking or disembarking troops or munitions of war, or permitting their vessels of war to remain in such waters longer than twenty-four hours either within the canal or within three miles of the canal, and grant complete immunity from attack by the belligerents of the canal plant, etc.

Now if we have not the right to exempt commercial vessels from tolls because we are one of "all nations observing these rules," then we have not a right to exercise in time of war, and our war vessels and troops would be subjected to these five rules I have just stated, and we have built this canal in vain so far as protection and war advantage to this country are concerned. This construction is childish and silly; I do not care how eminent the men who espouse it when I say this. They simply have not analyzed or studied the question, or they are misled by some other motive. Let us use a little common sense as well as logic in these public questions. The Clayton-Bulwer treaty, under which it was contemplated that Great Britain would offer protection as well as money in building and keeping the canal, was entirely repealed in definite terms by the Hay-Pauncefote treaty; and Great Britain never has offered a penny of money or a particle of protection. Suppose the owner of a private roadway or waterway has built the same at his own expense and labor, and says to his neighbors, "I will permit you to use this highway according to certain rules which I lay down." What would you think if one of his neighbors should say, "All right, but you have to obey these rules yourself."

Sir Edward Grey, after the acquisition by the United States of all necessary rights in Panama, frankly admitted that "now that the United States had become practically sovereign of the canal, His Majesty's government does not question its title to exercise belligerent rights for its protection." That is, as Secretary of State Knox pointed out, an acknowledgment that our subsequent acquired sovereignty automatically exempts us from the application of five of the rules to be observed "by all nations" as a condition for the use of the canal, but our ownership plus our sovereignty does not exempt us from the other, which would merely permit the owner of the property to exercise the ordinary rights of ownership. "To deny this free use of our own canal for our own vessels is just as much an impairment of our sovereignty as to deny our rights to exercise acts of belligerency in and for its protection."

John Hay, the great secretary of state who negotiated the Hay-Pauncefote treaty, being well versed in these attributes of national sovereignty, knew that it was not necessary to set forth in the treaty the fact that the owner could exercise the ordinary rights of ownership, and so it was not done; but it would seem wise in future treaties to resort to A B C diplomacy by stating self-evident truths, not because of possible foreign complaints, which are often made in bad faith, but because of this supreme willingness of certain eminent American citizens to stammer in order to avoid a friction which might upset their delicate nerves.

Congress can not appropriately in so many words say what it thinks is the proper construction of the Hay-Pauncefote treaty, but it will be expressing the same idea and effectually asserting our rights by enacting my bill into law.

Some will hesitate to support my bill because some other nations are at war, but a milk-sop attitude on

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the part of this nation on questions affecting its sovereignty is a greater menace to our peace and safety than a courageous assertion in the only way practicable of rights which we clearly possess but the existence of which has been denied.

NOTICE OF ELECTION OF DIRECTORS OF WEST VIRGINIA FAIR ASSOCIATION.

Pursuant to a resolution passed by the Board of Directors of the West Virginia Fair Association on the 9th

day of August, 1915, there will be an election of eight directors of the West Virginia Fair Association for a term of two years beginning January 1, 1916, at the office of the Fair Association, Room 705, Goff building, on Tuesday, December 14, 1915, beginning at the hour of one o'clock, p. m. and closing at five p. m. Future notice of election of directors will be announced in the Annual Fair Book as published by the Fair Association.

JAMES N. HESS, Secretary.

One of the members of a hunting party who were in the wilds of Pocahontas county last fall had his feet so badly frozen that his companions predicted that he would be amovied on account of same for years to come. On his return a friend recommended

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C. A. Butcher Lumber. Room 320 Third Floor.	Frederick Ott General Contractor. Rooms 320 Third Floor.
Board of Education Clarksburg Independent District. Room 431 Fourth Floor.	Dr. R. L. Osborn Room 205 Second Floor.
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Consolidation Coal Co. Rooms 523-549 Fifth Floor.	Prudential Life Insurance Company Room 430 Fourth Floor.
Citizen's Loan Co. Room 425 Fourth Floor.	Dr. R. D. Rumbaugh Dentist. Rooms 312-313 Third Floor.
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